SOURCE

COUNTRY

SUBJECT

PLACE ACQUIRED

DATE OF

INFO.

- 1. The airfield is located just north of Kobryn (52°12' N/24°22' E), Thite Eussian SSR, and had an east-west extension of 2 km. As far as could be observed the field had an unsurfaced runway located 300 to 400 meters north of the road to Daranovichi (53°08' N/26°03' E) which runs along the southern edge of the field.
- 2. A three-story building forming an open square was located at the eastern edge of the field. Five heavily damaged barracks buildings at the western edge of the field served as emergency quarters. Construction work was not observed, but sizable quantities of cement for the field were unleaded about 3 km north of Kobryn.
- 3. About 150 twin-jet fighters were stationed at the field. They had a slightly oval air intake, about 65 cm in diameter, at the nose. One air exhaust, 20 cm in diameter, was noticed on each side of the fuselage. The leading edges of the wings were straight, the trailing edges tapering; the wing tips were rounded off. The aircraft were fitted with a single rudder assembly and had a straight elevator assembly. The fuselage looked like a cut-off cigar. The plane had a crew of two. The fighters usually took off individually, but sometimes also in grous of three. They stayed aloft for about 30 minutes. There was only flying from norming until late afternoon. Regular firing practice with one or three jet fighters at a tow target was observed after September 19h3. The maximum number of mircraft observed in the air at the same time was three.
- 4. In mid-October 1948, for a period of about two weeks, aircraft of the unit stationed at the airfield were shipped from the Kotryn railroad station. Five

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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trains of about 40 cars each were used for this purpose. About 30 planes were shipped with each train. Some of the PWs in the camp said that the planes were shipped to Manchuria. About the same time shipments of aircraft and personnel arrived at the field. No flying was observed up to November 1948. It was rumored that the newly arrived unit had come from Manchuria.

- 5. The airfield personnel were probably ball sted in Kobryn, as was inferred from the heavy traffic between the field and the town. Night flying was not observed.
- 6. The airfield north of Kobryn had no concrete runways. The turf was covered with steel landing mats. The field had a radar station with a radio tower, about 25 meters high. At the top of the tower there was a horizontal bar, 3 meters long, on which six short rods were fitted.
- 7. The field was occupied by about 100 aircraft, both U-2 type with inline engines, and jet planes. Some of the jet planes had one jet, and some had two turbines mounted side by side in the fuselage. The twin-jet fighters were slimmer, faster and more maneuverable than the single-jet planes. The twin-jet fighters were first observed in the summer of 1948. The jet planes had white, red and blue propeller hubs (sic) and usually practiced formation flying.
- 8. The airfield located northeast of Kobryn had an east-west extension of 1,500 to 2,000 meters add a north-south extension of 2,000 to 3,000 meters. The field had a three-story wooden building, probably housing the administration, two temporary buildings, some earth and fuel bunkers and a repair hangar.
- 9. About 60 single-engine fighters (elliptical wings, low-wing monoplane, in-line engine, landing gear retracting inward red propeller hubs, one and two-seater planes) were stationed at the field, From May to August 1948. The aircraft practiced take-offs and landings, the pilots being exchanged frequently. Later on formation flying with up to 12 planes, and take-offs and landings in larger (roups was practiced. Stunt flying was also practiced. Firing at a tow target both from the ground and from the air was also practiced.
- 10. From August 1948 to February 1949 about 40 jet fighters, both single and twin-jet planes, were stationed at the field. Description: Low-wing monoplanes, tapering wings, landing gear retracting inward, conspicuous step in the fuselage with one or two air exhausts. The jet planes were started by means of a two-stroke gasoline motor. The jet planes did more night flying than the single-engine fighters. Parachute jumps were observed from both types.

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